Fisheries and Oceans Canada | Pêches et Océans Canada

Canadian Coast Guard | Garde côtière canadienne

NOTICES TO MARINERS PUBLICATION WESTERN EDITION

MONTHLY EDITION N°05
May 25th, 2018

Safety First, Service Always

Published Monthly by the

CANADIAN COAST GUARD

www.notmar.gc.ca/subscribe

CONTENTS

		Page
Section 1	General and Safety Information	1 - 8
Section 2	Chart Corrections	9 - 20
Section 3	Radio Aids to Marine Navigation Corrections	21
Section 4	Sailing Directions and Small Craft Guide Corrections	22 - 23
Section 5	List of Lights, Buoys and Fog Signals Corrections	24 - 25

Fisheries and Oceans Canada
Official Publication of the Canadian Coast Guard
DFO/2018-2003

Canada

Notices to Mariners Publication
Western Edition
Monthly Edition Nº05/2018

Published under the authority of:
Canadian Coast Guard Programs
Aids to Navigation and Waterways
Fisheries and Oceans Canada
Montreal, Quebec
H2Y 2E7

© Her Majesty the Queen in Right of Canada, 2018
DFO/2018-2003
Fs152-6E-PDF
ISSN 1719-7708

Available on the Notices to Mariners website:
www.notmar.gc.ca

Disponible en français :
Publication des Avis aux navigateurs
Édition de l'Ouest
Édition mensuelle Nº05/2018

EXPLANATORY NOTES

Geographical positions refer directly to the graduations of the largest scale Canadian Hydrographic chart unless otherwise indicated.

Bearings refer to the true compass and are measured clockwise from 000° (North) clockwise to 359°; those relating to lights are from seaward.

Visibility of lights is that in clear weather.

Depths - The units used for soundings (metres, fathoms or feet) are stated in the title of each chart.

Elevations are normally given above Higher High Water, Large Tide unless otherwise indicated.

Distances may be calculated as follows:

1 nautical mile	= 1,852 metres (6,076.1 feet)
1 statute mile	= 1,609.3 metres (5,280 feet)
1 metre	= 3.28 feet

Temporary & Preliminary Notices are indicated by a (T) or a (P) in Section 1, respectively. Please note that Nautical charts are not amended by the Canadian Hydrographic Service for Temporary (T) and Preliminary (P) Notices. It is recommended that mariners chart these corrections in pencil. The list of charts affected by Temporary and Preliminary Notices are revised and promulgated quarterly in Section 1 of the Monthly Edition.

Please note that, in addition to the temporary and preliminary changes normally advertised as (T) and (P) Notices, there are a few permanent changes to aids to navigation that have been advertised as Preliminary Notices to Mariners while charts are being updated for new editions.

Marine Information Report & Suggestion Sheet
Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes observed in aids to navigation or corrections to publications are seen to be necessary. Such communications can be made using the *Marine Information Report & Suggestion Sheet* inserted on the last page of each monthly edition of *Notices to Mariners*.

Canadian Hydrographic Service – Information Published in Section 2 of *Notices to Mariners*
Mariners are advised that only the most critical changes that directly affect safety to navigation are issued in Section 2 – Chart Corrections. This limitation is required to ensure that charts remain as clear and easy to read as possible. As a result, mariners may see minor discrepancies of a non-critical nature between information in official publications. For example, a small change in the nominal range or focal height of a light may not result in the production of a chart correction in *Notices to Mariners*, but may result in a correction in the *List of Lights, Buoys and Fog Signals* publication.

In case of discrepancy between information provided on CHS charts relating to aids to navigation, and the *List of Lights, Buoys and Fog Signals* publication, the latter shall be deemed as containing the most up-to-date information.

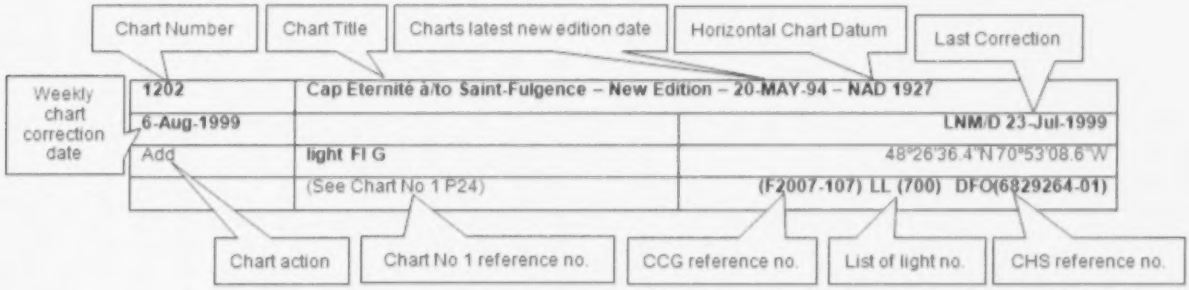
Canadian Nautical Charts & Publications
A source list of Canadian nautical charts and publications is published in Notice No. 14 of the *Notices to Mariners Annual Edition 2018*. The source supply and the prices effective at the time of printing are listed. For current chart edition dates, please refer to the following website: www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp

CHART CORRECTIONS – SECTION 2

Corrections to nautical charts will be listed in numerical order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately.

Users should also refer to CHS *Chart 1: Symbols, Abbreviations and Terms* for additional information pertaining to the correction of charts.

The illustration below describes the elements that will comprise a typical Section 2 chart correction:



The last correction number is identified with the **LNM/D** or **L**ast **N**otice to **M**ariners Number / **D**ate.

NOTICES TO MARINERS WEBSITE – MONTHLY EDITIONS, CHART CORRECTIONS, AND CHART PATCHES

The Notices to Mariners website allows users to access the monthly publications, chart corrections, and chart patches.

Users can subscribe for free to the email notification service to receive notifications when charts of interest are updated, including their patches, as well as when a new monthly edition becomes available online.

ADVISORY NOTICES TO SHIPPING (BROADCAST AND WRITTEN)

The Canadian Coast Guard is implementing a number of changes to the aids to navigation system in Canada.

These changes are advertised as Notices to Shipping (Broadcast and Written) by the Canadian Coast Guard, and are then followed up with Notices to Mariners, then charts are updated by hand correction, reprints or new editions.

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service (CHS).

Written Notices to Shipping are available on the Canadian Coast Guard website at www.ccg-gcc.gc.ca/eng/CCG/NOTSHIP

The Canadian Hydrographic Service is reviewing the impact of these changes with the Canadian Coast Guard and together are preparing an action plan on the issuing of chart revisions.

For further information, contact your local Regional Notices to Shipping (NOTSHIP) issuing authorities.

Western

MCTS Western Regional Office
Canadian Coast Guard
Institute of Ocean Sciences
P.O. Box 6000
9860 West Saanich Rd.
Sidney, BC V8L 4B2

Telephone: (250) 363-8904 (Regional Administrative Assistant)
Email: NOTSHIP.Western@innav.gc.ca

*** Iqaluit MCTS Centre**
Operational from approximately mid-May until late December.

Canadian Coast Guard
P.O. Box 189
Iqaluit, NU X0A 0H0

"A" Series NOTSHIPs
Telephone: (867) 979-5269
Facsimile: (867) 979-4264
Email: IqaNordreg@innav.gc.ca
Website:
http://www.ccg-gcc.gc.ca/eng/CCG/Notship-Home

"H" Series NOTSHIPs
Telephone: (867) 979-0310
Facsimile: (867) 979-4264
Email: Iqamck01@innav.gc.ca
Website:
http://www.ccg-gcc.gc.ca/eng/CCG/Notship-Home

*** Service available in English and French.**

INDEX

SECTION 1 – GENERAL AND SAFETY INFORMATION 1

Canadian Hydrographic Service – Announcement Regarding CHS Chart Patches 1
Canadian Hydrographic Service – Cumulative Chart Corrections 1
Canadian Hydrographic Service – Current Chart Edition Dates 1
Canadian Hydrographic Service – Print On Demand Charts - Care and Use 1
Canadian Hydrographic Service, Transport Canada – Navigation Safety - ECDIS 2
Canadian Hydrographic Service – Modification to Catalogue 2: Pacific Coast/Côte pacifique 2
Canadian Hydrographic Service – Modifications to the 2018 Canadian Tide and Current Tables Volume 6 – Discovery Passage & West Coast of Vancouver Island 2
Canadian Hydrographic Service – New Location to Download Patches 2
*501 Canadian Hydrographic Service – Nautical Charts 2
*502 Canadian Hydrographic Service – Electronic Navigational Charts 3
*503 Transport Canada – Ship Safety Bulletin #05/2018 3
*504 Canadian Coast Guard Publication - Amendments *to Notices to Mariners Annual Edition 2018* - Section A, Notice 5B: General Guidelines for National Parks 3
*505 Canadian Coast Guard Publication - Amendments *to Notices to Mariners Annual Edition 2018* - Section C, Notice 27A: Guidelines for the Transit of Wide Beam Vessels and Long Vessels 5

SECTION 2 – CHART CORRECTIONS 9

SECTION 3 – RADIO AIDS TO MARINE NAVIGATION CORRECTIONS 21

*516 Radio Aids to Marine Navigation 2018 (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg, Arctic and Pacific) 21

SECTION 4 – SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS 22

SECTION 5 – LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS 24

NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

Chart No.	Page	Chart No.	Page	Chart No.	Page
3000	9	3938	18		
3002	9	3939	18		
3080	9, 10	3940	18, 19		
3313	10, 11	3943	19		
3412	12	3947	19		
3440	12	3955	19		
3442	12	3958	19		
3443	13	3959	20		
3463	13	3982	20		
3475	13	3983	20		
3477	13	5620	2		
3493	13	5621	2		
3494	13, 14	5622	2		
3545	14	5624	2		
3564	14, 15	6411	2		
3601	15	6421	2		
3603	15	7935	2		
3646	15				
3668	15				
3674	15				
3675	15, 16				
3676	16				
3724	16, 17				
3744	17				
3800	17				
3825	18				
3902	18				

CANADIAN HYDROGRAPHIC SERVICE – ANNOUNCEMENT REGARDING CHS CHART PATCHES

Colour Web Patches are free to the mariner, and given the quality of many printers, should reproduce well. They will be available in real time all around the world.

CHS welcomes your feedback on this service at chsinfo@dfo-mpo.gc.ca

CANADIAN HYDROGRAPHIC SERVICE – CUMULATIVE CHART CORRECTIONS

The cumulative chart corrections published in *Notices to Mariners* can now be accessed at https://www.notmar.gc.ca/corrections-en.php

CANADIAN HYDROGRAPHIC SERVICE – CURRENT CHART EDITION DATES

CHART EDITIONS

The three terms described below are used to indicate the publication status of Canadian charts.

NEW CHART - "NEWCHT"

The first publication of a Canadian chart embracing an area not previously charted to the scale shown, or embracing an area different from any existing Canadian chart.

NEW EDITION - "NEWEDT"

A new issue of an existing chart containing amendments essential to navigation in addition to those issued in *Notices to Mariners* and making existing editions obsolete.

REPRINTS

A new issue of the current edition of a chart incorporating no amendments of navigational significance other than those previously promulgated in *Notices to Mariners*. It may also contain amendments from other sources provided they are not essential to navigation. Previous printings of the current edition remain in force.

The current chart edition dates can be accessed at www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp

CANADIAN HYDROGRAPHIC SERVICE – PRINT ON DEMAND CHARTS - CARE AND USE

Background

By providing nautical charts to the public, the goal of the Canadian Hydrographic Service (CHS) is to provide services for safe navigation in a fiscally responsible manner. As a result, CHS continues to expand its portfolio of nautical paper charts that are printed using Print On Demand (POD) technology. These charts are easily recognized by their whiter paper and the coloured logo of the Canadian Hydrographic Service. This new technology enables CHS to print charts in a more efficient manner, while enhancing chart content through being able to quickly add new and important information. POD technology provides customers with up-to-date charts without the historical hand-drawn corrections or glued-on patches. Additionally, this technology eliminates out-of-stock situations which arise with the traditional printing and warehousing methods. In the event of a national emergency, CHS can respond to the appropriate authorities with the best available information very quickly.

Care of Your POD Chart

CHS encourages its customers to handle the POD charts more carefully than the traditional lithographic charts. When plotting information on POD charts, use HB pencils and apply limited pressure. Testing has suggested that an Indian gum eraser is more effective than alternatives when used on the product. This eraser is also suitable for charts printed using lithographic processes.

CANADIAN HYDROGRAPHIC SERVICE, TRANSPORT CANADA – NAVIGATION SAFETY - ECDIS

Mariners are advised that ECDIS may not display some isolated shoal depths when operating in "base or standard display" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured to display "all data". The automated voyage planning check function should not be solely relied upon.

CANADIAN HYDROGRAPHIC SERVICE – MODIFICATION TO CATALOGUE 2: PACIFIC COAST/CÔTE PACIFIQUE

The Canadian Hydrographic Service has been recently informed that there is an error in the following chart catalogue:
Catalogue 2: Pacific Coast/Côte pacifique

Affix patch to Catalogue 2: Pacific Coast/Côte pacifique provided in Section 1 of this monthly edition.
https://www.notmar.gc.ca/publications/monthly-mensuel/images/ed072017-part1-catalogue2-patch.pdf

CANADIAN HYDROGRAPHIC SERVICE – MODIFICATIONS TO THE 2018 CANADIAN TIDE AND CURRENT TABLES VOLUME 6 – DISCOVERY PASSAGE & WEST COAST OF VANCOUVER ISLAND

The Canadian Hydrographic Service of the Pacific Region has recently been informed that there is an error in the 2018 Canadian Tide and Current Tables Volume 6 - Discovery Passage & West Coast of Vancouver Island, page 120, Index no. 8512 – NEAH BAY.

Mariners should replace the values for Neah Bay, Index no. 8512 using the attached Table 3 for page 120 provided in Section 1 of this monthly edition.
https://www.notmar.gc.ca/publications/monthly-mensuel/images/ed012018-part1-tidal-information-vol6-p120.pdf

CANADIAN HYDROGRAPHIC SERVICE – NEW LOCATION TO DOWNLOAD PATCHES

The Canadian Hydrographic Service has moved patch downloads from http://www.chs-shc.gc.ca/patches/ to ftp://ftp.dfo-mpo.gc.ca/patches/. The PDF versions of the monthly editions of *Notices to Mariners* prior to July 2017 are published with the previous location to download patches, while the HTML versions have the updated hyperlinks to the new location. These changes have also been applied to the "Search Chart Corrections" service on the Notices to Mariners website (https://www.notmar.gc.ca/corrections-en.php).

*501 CANADIAN HYDROGRAPHIC SERVICE – NAUTICAL CHARTS

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Editions					
5620	Entrance to/Entrée à Chesterfield Inlet (Fairway Island to/à Ellis Island)	1:40 000	09-MAR-2018	4	20.00
5621	Rockhouse Island to/à Centre Island	1:40 000	09-MAR-2018	4	20.00
5622	Centre Island to/à Farther Hope Point	1:40 000	09-MAR-2018	4	20.00
5624	Terror Point to/à Schooner Harbour	1:40 000	09-MAR-2018	4	20.00
6411	Trail River to/à Camsell Bend Kilometre 390 / Kilometre 460	1:50 000	30-MAR-2018	4	12.00
6421	Hardie Island to/à Fort Good Hope Kilometre 1040 / Kilometre 1100	1:50 000	30-MAR-2018	4	12.00
7935	Crozier Strait and/et Pullen Strait	1:100 000	23-FEB-2018	4	20.00

***502 CANADIAN HYDROGRAPHIC SERVICE – ELECTRONIC NAVIGATIONAL CHARTS**

S-57 ENC NUMBER	CHART TITLE
NEW PRODUCTS	
CA470605	Laredo Sound
CA470733	Laredo Sound Part 2
CA670735	Duke Point
CA670740	Ogden Point

***503 TRANSPORT CANADA – SHIP SAFETY BULLETIN #05/2018**

This is to notify you that a new **Ship Safety Bulletin** has recently been posted to the Transport Canada website at www.tc.gc.ca/ssb-bsn/.

To go online to view or download this bulletin, please click on the link below:

SSB#05/2018 – **Coming into force: New *Arctic Shipping Safety and Pollution Prevention Regulations***
RDIMS#13616911

Sign yourself up for e-Bulletin to receive an e-mail notice each time a new Ship Safety Bulletin is published on our Website.

Contact us at: marinesafety-securitemaritime@tc.gc.ca or 1-855-859-3123 (Toll Free).

***504 CANADIAN COAST GUARD PUBLICATION - AMENDMENTS *TO NOTICES TO MARINERS ANNUAL EDITION 2018* - SECTION A, NOTICE 5B: GENERAL GUIDELINES FOR NATIONAL PARKS**

Page 17:

AMEND

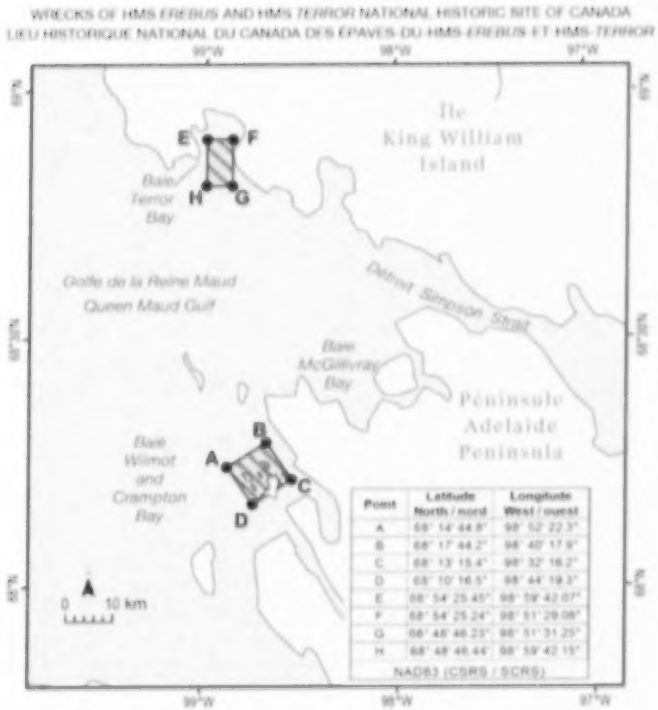
Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada

In 1992, the wrecks HMS *Erebus* and HMS *Terror* were designated as a national historic site under the *Historic Sites and Monuments Act*, despite the locations of both wrecks being unknown at that time. The wrecks were designated for their direct association with Sir John Franklin's last expedition. ~~The initial discovery of a shipwreck belonging to the Franklin expedition was confirmed on September 7, 2014. On October 1, 2014, it was announced that the shipwreck had been identified as HMS *Erebus*.~~ In September 2014, an expedition led by Parks Canada discovered the wreck of HMS *Erebus*. Two years later, the wreck of HMS *Terror* was located.

In April 2015, a 10 km by 10 km area of seabed surrounding HMS *Erebus* was added to the *National Historic Sites of Canada Order*. In 2017, the site of HMS *Terror* was added, comprising a protected area measuring 57.8 km^2 (approximately 6 km by 10 km). The sites now benefit from legal protection under the *Canada National Parks Act* (S.C. 2000, c. 32) and relevant regulations, which prohibit the removal of artifacts and allow for control of access and activities that may damage the wrecks. This is the 168th national historic site administered by Parks Canada.

~~Coordinates~~

Replace image with the following:



Page 18:

AMEND

Restrictions and Permitting Requirements

1. No person shall enter the Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada without written authorization from the Field Unit Superintendent, except where a person is a ~~beneficiary~~ Nunavut Inuk accessing the site for harvesting as provided in the ***Nunavut*** ~~*Land Claims*~~ ***Agreement*** (~~NLCA~~ NA). Cruise ships and other vessels are currently not allowed in the Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada.

   Anyone wishing to enter the national historic site for official reasons (e.g., other government departments) should contact Parks Canada at least 60 days in advance of their trip.

2. No person shall conduct the following restricted activities without written authorization from the Field Unit Superintendent:

   a. engaging in activities for the purpose of discovering, surveying or documenting archaeological, historical or cultural resources, including wreck that has heritage value;
   b. engaging in activities that may physically disturb or damage archaeological, historical or cultural resources, including wreck that has heritage value;
   c. removing archaeological, historical or cultural resources, including wreck that has heritage value;
   d. anchoring, except when undertaken by ~~a beneficiary under the NLCA~~ Nunavut Inuit for purposes of harvesting; and
   e. diving, except when undertaken by ~~a beneficiary under the NLCA~~ Nunavut Inuit for purposes of harvesting.

***505 CANADIAN COAST GUARD PUBLICATION - AMENDMENTS *TO NOTICES TO MARINERS ANNUAL EDITION 2018* - SECTION C, NOTICE 27A: GUIDELINES FOR THE TRANSIT OF WIDE BEAM VESSELS AND LONG VESSELS**

Page 6:

DELETE

Transit of Vessels with Combined Breadth Equal to or Higher than 81.3 metres in the Traverse du Nord Sector of Île d'Orléans

Background/Context:

As a result of the recent passage of post-Panamax vessels en route to ports located upstream from the Traverse du Nord Sector of Île d'Orléans, the Canadian Coast Guard proceeded with a review of Marine Traffic Management Rules applicable to that segment of the St. Lawrence Waterway.

The rules described hereafter are mainly based on the Canadian Coast Guard Guidelines for the Safe Design, Maintenance and Usage of Navigation Channels and on consultations with concerned marine stakeholders.

Effective December 1, 2009, the following measures shall apply to vessels with a combined breadth equal to or higher than 81.3 metres.

1. Passage (encounter) and overtaking of two (2) vessels, each with a combined breadth equal to or higher than 81.3 metres, shall not be authorized in the dredged channel of Traverse du Nord, between Buoys K-136 and K-92.

2. Should a vessel be required to slow down or stop to avoid encountering within the limits of the dredged channel, the vessel with a following current (stern) shall have priority to maintain course (ref. Collision Regulations, Rule 9, Section K).

3. The Marine Communications and Traffic Services Officer (MCTSO) shall inform the vessels concerned sufficiently in advance in order for the vessels to make appropriate arrangements to abide by these measures.

4. The vessels concerned shall inform the MCTS Officers of their agreed arrangements in order for MCTS to advise relevant traffic accordingly.

Note: In applying the above measures, it is understood that the bridge crew shall consider all hazards to navigation, risks of collision and any specific circumstances, such as limitations of the concerned vessels, and may therefore have no alternative but to deviate from the prescribed measures in order to avoid an immediate danger. Should there be sufficient reasons to derogate from these prescribed rules, the Pilot shall inform the MCTS Officer who will immediately relay the relevant information to other waterway users.

Page 6:

REPLACE WITH

TRANSIT OF VESSELS WITH COMBINED BREADTH NOT EXCEEDING 96 METRES IN THE TRAVERSE DU NORD SECTOR OF ÎLE D'ORLÉANS.

Context:

To improve the fluidity of marine traffic and ensure safe navigation, the Standing Committee on Marine Safety, co-chaired by the Canadian Coast Guard and Transport Canada, is recommending new guidelines on the transit of vessels with a combined breadth* of between **81.3 metres** and **96 metres** in the segments between buoys K-92 to K-112, K-112 to K-132 and K-132 to K-136 in the Traverse du Nord Sector of Île d'Orléans.

The guidelines described below are based primarily on the CCG and PIANC (World Association for Waterborne Transport Infrastructure) Guidelines for the Safe Design of Commercial Shipping Channels and consultations with the marine stakeholders involved.

It is important to note that the guidelines below are minimum requirements. Nothing in these rules shall exonerate any vessel, or the pilot, captain or crew thereof, from the consequences of any neglect to comply with these rules or of the neglect of any precaution, which may be required by the ordinary practice of seamen, or by the special circumstances of the case. The role of the Canadian Coast Guard and its officers is limited to providing the information at its disposal in a timely manner.

Definitions:

Breadth: For this pilot project in the Traverse Nord, **vessel breadth** refers to the "moulded breadth" of a vessel.

Abbreviations:

MCTS: Marine Communications and Traffic Services

CCG: Canadian Coast Guard

CLSLP: Corporation of the Lower St. Lawrence Pilots

UKC: Under-keel clearance

Effective Date:

Beginning May 5, 2018, the following measures will apply to vessels with a combined breadth between **81.3 metres** and **96 metres**.

The new guideline on managing meetings of vessels is being implemented as a pilot project for a maximum trial period of 36 months. Adjustments may be made to the guidelines in consultation with stakeholders during this trial period.

After the trial period, the Standing Committee on Marine Safety will evaluate the temporary guidelines in this notice to propose a management and/or regulatory framework for implementing rules on the transit of vessels throughout the Traverse du Nord Sector.

Application:

1. Two (2) vessels with a combined breadth equal to or greater than 81.3 metres are **prohibited** from meeting in the navigable channel of Traverse du Nord between buoys K-132 and K-136 and buoys K-92 and K-112.

2. Two (2) vessels with a combined breadth of between 81.3 metres and 96 metres might be permitted to meet between buoys K-112 and K-132 as long as the following minimum requirements are met:

   - Visibility is at least 5 nm so that the pilots can visually assess the approach between the two vessels;
   - Winds are 25 knots or less between buoys K-112 and K-132;
   - A minimum margin of safety/manoeuvrability according to the UKC table in effect is maintained;
   - Real-time data is available from the St-François tide gauge (IO);

   The pilot is responsible for ensuring that all these minimum requirements are met and that there is no safety issue prior to meeting another vessel in the segment between buoys K-112 and K-132.

3. Traffic management (meetings between ships):

   - The MCTS officer shall provide information about marine traffic in a timely manner so that pilots can make the necessary arrangements to satisfy the guidelines on meetings of vessels.
   - The vessels involved shall notify the MCTS Officer of the agreed procedure that has been taken, to share appropriate information with relevant traffic.

   If the breadth of one of the vessels exceeds 50 metres, with a combined breadth not exceeding 96 metres, the bridge crew and pilot will manage the meeting conditions utmost carefulness.

Guidelines on meetings

- To ensure safe passage, meeting places are identified and evaluated by pilots.
- The CLSLP shall provide a meeting report to CCG and TC authorities within 10 days of the meeting. This report must describe the vessels' condition, the passage conditions, the environmental factors, the manoeuvring conditions and all relevant comments on how the vessels handled when they met.
- In assessing the risks associated with the meeting of vessels, pilots must take the following factors into consideration in all seasons:

  - ***Nighttime navigation.*** **All seasons.** Darkness makes it more difficult to evaluate distances; background light can be confused with ship's navigation lights and aids to navigation. In addition, beacons are fewer and unlit in winter.
  - ***Visibility.*** When vessels meet, the visibility must be at least 5 nm for the pilots to visually assess the approach between the two vessels. Pilots must take into consideration that aids to navigation have a theoretical availability (75% availability) of 4.3 nm and that buoys can be hidden under the ice cover.
  - ***Wind velocity and direction.*** Under certain vessel load conditions, wind direction and velocity can influence vessel manoeuvrability.
  - ***Manoeuvring distance.*** The pilot must ensure that he/she has sufficient distance to complete the manoeuvre and re-establish the course.
  - ***Marine traffic.*** The pilot must ensure that there are no other vessels manoeuvring to meet in the sector and must also consider recreational boating and other nautical activities. All manoeuvre agreements that contradict these directives must be communicated to the sector's MCTS.
  - ***Vessel characteristics.*** The pilot must ensure that the vessel's manoeuvring characteristics and the distance separating the vessels are sufficient to counter the interaction effects between them.

- ***Towing and dredging operations.*** The MCTS officer must provide information on towing and dredging operations being carried out so that the pilot may adequately assess the situation and plan the vessel's passage. At the pilot's request, dredging operations must be stopped to ensure safe passage.

- ***Channel characteristics.*** The pilot must take into consideration the channel configuration, type of bottom, currents and tides.

- ***Meeting velocity***. At all times, the velocity of vessels must make it possible to have a UKC that complies with the UKC standards in place given that during meetings of vessels, the squat is significantly increased. A safe speed suited to the conditions and the pilot's assessment must be maintained during meetings.

- Any other circumstance that may affect navigation safety.

Other considerations:

- Priority to navigate in the Traverse du Nord will be given to the deep-draught vessel leaving the St-Jean Anchorage area downbound.

Ice navigation

- The President of the CLSLP must coordinate the departure time of vessels with the Ice Operations Centre by assessing the risks associated with ice conditions.

- Vessels must ensure that conditions are favourable before entering the Traverse du Nord Sector, in accordance with notices or directives from the Ice Operations Centre (CCG). The following conditions must be satisfied:

  - For an upbound vessel destined for the Traverse du Nord, at Île Blanche, the pilot will notify the CCG Ice Operations Centre of the vessel's estimated time of arrival at buoy K-92 as well as report on how the vessel is handling in the ice to determine whether current conditions could cause problems for the vessel and for navigation during transit.

  - Before a vessel leaves her berth, bound for the Traverse du Nord, the CLSLP pilot assigned to the vessel must contact the Ice Operations Centre so that they may assess the ice conditions to determine whether they could cause problems for the vessel and for navigation during transit.

- Vessels which, given their mechanical and operational conditions, appear unable to ensure safe navigation through the ice may not navigate the Traverse du Nord, as long as those conditions prevail.

- In the presence of ice, daylight meetings must always be prioritized to mitigate the risks of nighttime navigation in ice conditions.

Note: In applying these guidelines, it is understood that the pilot and bridge crew must consider all navigation hazards, collision risks and any specific circumstances, including the limitations of the vessels involved, and may therefore have to deviate from these measures to avoid imminent danger. In such a case, or any other incident or situation, the pilot must inform the MCTS officer, who will then forward the information to the other waterway users.

3000 - Juan de Fuca Strait to/à Dixon Entrance - New Edition - 20-JAN-1989 - NAD 1927

04-MAY-2018 LNM/D. 02-FEB-2018

Amend	yellow ODAS/SADO lighted super-buoy Fl(5) Y, marked 46145 to read yellow ODAS/SADO lighted super-buoy Fl(5) Y 20s, marked 46145 (See Chart No. 1, Q58) This notice affects Electronic Navigational Chart: CA270390, CA370190	54°23'08.3"N 132°25'39.9"W

LL(801) DFO(6203727-02)

3002 - Queen Charlotte Sound to/à Dixon Entrance - New Edition - 16-DEC-1994 - NAD 1927

04-MAY-2018 LNM/D. 02-FEB-2018

Amend	Fl to read Fl 6s against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA270390, CA370191, CA470369	54°27'43.1"N 130°57'04.7"W

LL(730.6) DFO(6203727-01)

Amend	yellow ODAS/SADO lighted super-buoy Fl(5) Y, marked 46145 to read yellow ODAS/SADO lighted super-buoy Fl(5) Y 20s, marked 46145 (See Chart No. 1, Q58) This notice affects Electronic Navigational Chart: CA270390, CA370190	54°22'07.8"N 132°26'40.8"W

LL(801) DFO(6203727-02)

25-MAY-2018 LNM/D. 04-MAY-2018

Add	green port hand lighted pillar buoy Fl G, marked EB7 (See Chart No. 1, Qg) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°57'52.8"N 129°44'57.7"W

(P2018030) LL(631.1) DFO(6203765-01)

Add	red starboard hand lighted pillar buoy Fl R, marked EB2 (See Chart No. 1, Qf) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°50'54.6"N 129°46'12.0"W

(P2018043) LL(631.3) DFO(6203766-01)

Add	red starboard hand lighted pillar buoy Q R, marked EB4 (See Chart No. 1, Qf) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°53'25.8"N 129°39'44.3"W

(P2018044) LL(631.4) DFO(6203767-01)

Add	green port hand lighted pillar buoy Q G, marked EB5 (See Chart No. 1, Qg) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°55'27.1"N 129°31'48.8"W

(P2018042) LL(631.5) DFO(6203768-01)

3080 - Stuart Lake - Sheet/Feuille 1 - New Edition - 03-APR-1992 - NAD 1983

04-MAY-2018 LNM/D. 23-MAR-2018

Add	starboard hand daybeacon (See Chart No. 1, Qt)	54°34'00.9"N 124°36'34.0"W

(P2018023) DFO(6203729-01)

Amend	red starboard hand conical buoy to read red starboard hand conical buoy, marked T10 (See Chart No. 1, Qf)	54°38'04.8"N 124°43'30.9"W

(P2018024) DFO(6203730-01)

Delete	red starboard hand conical buoy (See Chart No. 1, Qf)	54°36'02.0"N 124°41'48.0"W *(P2018025) DFO(6203731-01)*
Add	red starboard hand conical buoy, marked T8 (See Chart No. 1, Qf)	54°35'57.7"N 124°41'54.9"W *(P2018025) DFO(6203731-02)*
Delete	green port hand can buoy (See Chart No. 1, Qg)	54°35'34.6"N 124°42'30.7"W *(P2018026) DFO(6203732-01)*
Add	green port hand can buoy, marked T7 (See Chart No. 1, Qg)	54°35'32.5"N 124°42'33.3"W *(P2018026) DFO(6203732-02)*
Amend	green port hand lighted pillar buoy Fl G to read green port hand lighted pillar buoy Fl G, marked T1 (See Chart No. 1, Qg)	54°25'59.3"N 124°23'17.8"W *(P2018027) LL(821.3) DFO(6203733-01)*
Reposition	green port hand lighted pillar buoy Fl G (See Chart No. 1, Qg)	from 54°28'12.4"N 124°29'51.3"W to 54°28'13.2"N 124°29'49.0"W *(P2018028) LL(819) DFO(6203734-01)*
Amend	green port hand lighted pillar buoy Fl G to read green port hand lighted pillar buoy Fl G, marked T3 (See Chart No. 1, Qg)	54°28'13.2"N 124°29'49.0"W *(P2018028) LL(819) DFO(6203734-02)*
Reposition	green port hand can buoy (See Chart No. 1, Qg)	from 54°28'19.7"N 124°30'11.7"W to 54°28'19.7"N 124°30'04.0"W *(P2018029) DFO(6203735-01)*
Amend	green port hand can buoy to read green port hand can buoy, marked T5 (See Chart No. 1, Qg)	54°28'19.7"N 124°30'04.0"W *(P2018029) DFO(6203735-02)*

3313 - Strait of Georgia - Sheet/Feuille 2 - New Edition - 02-JAN-2009 - NAD 1983
11-MAY-2018 LNM/D. 20-APR-2018

Replace	KUPER ISLAND with PENELAKUT ISLAND This notice affects Electronic Navigational Chart: CA370145, CA470070, CA570188	48°57'30.0"N 123°39'00.0"W *DFO(6203754-01)*

3313 - Victoria Harbour - Sheet/Feuille 3 - New Edition - 02-JAN-2009 - NAD 1983
11-MAY-2018 LNM/D. 20-APR-2018

Delete	breakwater and legend Bkw (See Chart No. 1, F4.1) This notice affects Electronic Navigational Chart: CA470075, CA570562	between 48°24'52.0"N 123°23'13.6"W and 48°24'50.7"N 123°23'12.8"W *DFO(6203756-01)*
Delete	radar reflector (See Chart No. 1, S4) This notice affects Electronic Navigational Chart: CA570562	48°24'50.7"N 123°23'12.7"W *DFO(6203756-02)*

Add	pontoon (See Chart No. 1, F16)	joining 48°24'50.6"N 123°23'14.0"W 48°24'50.9"N 123°23'12.8"W 48°24'52.0"N 123°23'13.4"W 48°24'51.7"N 123°23'14.5"W and 48°24'50.6"N 123°23'14.0"W
	This notice affects Electronic Navigational Chart: CA570562	
		DFO(6203756-03)
Add	light F G, marked Priv (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA570562	48°24'50.6"N 123°23'14.0"W
		DFO(6203756-04)
Delete	depth of 11.9 metres (See Chart No. 1, I10)	48°24'50.6"N 123°23'13.8"W
		DFO(6203756-05)

3313 - Approaches to/Approches à Victoria - Sheet/Feuille 4 - New Edition - 02-JAN-2009 - NAD 1983
11-MAY-2018 LNM/D. 20-APR-2018

Delete	breakwater (See Chart No. 1, F4.1) This notice affects Electronic Navigational Chart: CA470075, CA570562	between 48°24'52.0"N 123°23'13.4"W and 48°24'51.0"N 123°23'12.5"W
		DFO(6203756-01)

3313 - Ladysmith Harbour - Sheet/Feuille 15 - New Edition - 02-JAN-2009 - NAD 1983
18-MAY-2018 LNM/D. 11-MAY-2018

Delete	depth of 0.3 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA570154	48°59'32.5"N 123°47'18.8"W
		DFO(6203769-01)
Add	rock awash at chart datum (See Chart No. 1, K12) This notice affects Electronic Navigational Chart: CA570154	48°59'32.0"N 123°47'18.0"W
		DFO(6203769-03)

3313 - Stuart Channel South/Sud - Sheet/Feuille 15 - New Edition - 02-JAN-2009 - NAD 1983
11-MAY-2018 LNM/D. 20-APR-2018

Replace	KUPER ISLAND with PENELAKUT ISLAND This notice affects Electronic Navigational Chart: CA370145, CA470070, CA570188	48°57'42.0"N 123°38'48.0"W
		DFO(6203754-01)

3313 - The Cut, Telegraph Harbour and/et Preedy Harbour - Sheet/Feuille 16 - New Edition - 02-JAN-2009 - NAD 1983
11-MAY-2018 LNM/D. 20-APR-2018

Replace	KUPER ISLAND with PENELAKUT ISLAND This notice affects Electronic Navigational Chart: CA370145, CA470070, CA570188	48°58'42.0"N 123°39'30.0"W
		DFO(6203754-01)

3412 - Victoria Harbour - New Edition - 22-NOV-2013 - World Geodetic System 1984
11-MAY-2018 LNM/D. 20-APR-2018

Delete	breakwater and legend Bkw (See Chart No. 1, F4.1) This notice affects Electronic Navigational Chart: CA470075, CA570562	between 48°24'52.0"N 123°23'13.6"W and 48°24'50.7"N 123°23'12.8"W *DFO(6203756-01)*
Delete	radar reflector (See Chart No. 1, S4) This notice affects Electronic Navigational Chart: CA570562	48°24'50.7"N 123°23'12.7"W *DFO(6203756-02)*
Add	pontoon (See Chart No. 1, F16) This notice affects Electronic Navigational Chart: CA570562	joining 48°24'50.6"N 123°23'14.0"W 48°24'50.9"N 123°23'12.8"W 48°24'52.0"N 123°23'13.4"W 48°24'51.7"N 123°23'14.5"W and 48°24'50.6"N 123°23'14.0"W *DFO(6203756-03)*
Add	light F G, marked Priv (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA570562	48°24'50.6"N 123°23'14.0"W *DFO(6203756-04)*
Delete	depth of 11.4 metres (See Chart No. 1, I10)	48°24'50.6"N 123°23'13.8"W *DFO(6203756-05)*
Delete	depth of 0.7 metres (See Chart No. 1, I10)	48°25'02.9"N 123°23'17.3"W *DFO(6203757-01)*
Delete	depth of 2.4 metres (See Chart No. 1, I10)	48°25'03.4"N 123°23'18.8"W *DFO(6203757-02)*
Add	pontoon (See Chart No. 1, F16)	joining 48°25'02.6"N 123°23'17.2"W 48°25'03.3"N 123°23'17.2"W and 48°25'03.4"N 123°23'18.9"W *DFO(6203757-03)*

3440 - Race Rocks to/à D'Arcy Island - New Edition - 01-JUL-2005 - NAD 1983
11-MAY-2018 LNM/D. 30-MAR-2018

Delete	breakwater (See Chart No. 1, F4.1) This notice affects Electronic Navigational Chart: CA470075, CA570562	between 48°24'52.0"N 123°23'13.4"W and 48°24'51.0"N 123°23'12.5"W *DFO(6203756-01)*

3442 - North Pender Island to/à Thetis Island - New Edition - 01-JUL-2005 - NAD 1983
11-MAY-2018 LNM/D. 20-APR-2018

Replace	KUPER ISLAND with PENELAKUT ISLAND This notice affects Electronic Navigational Chart: CA370145, CA470070, CA570188	48°57'38.0"N 123°38'40.0"W *DFO(6203754-01)*

3443 - Thetis Island to/à Nanaimo - New Edition - 20-DEC-2002 - NAD 1983
11-MAY-2018 LNM/D. 06-APR-2018

Replace KUPER ISLAND with PENELAKUT ISLAND 48°58'09.0"N 123°38'43.0"W
This notice affects Electronic Navigational Chart: CA370145, CA470070, CA570188
DFO(6203754-01)

3463 - Strait of Georgia, Southern Portion/Partie Sud - New Edition - 01-JUL-2005 - NAD 1983
11-MAY-2018 LNM/D. 06-APR-2018

Replace KUPER ISLAND with PENELAKUT ISLAND 48°57'30.0"N 123°38'48.0"W
This notice affects Electronic Navigational Chart: CA370145, CA470070, CA570188
DFO(6203754-01)

3475 - Ladysmith Harbour - New Edition - 30-DEC-2005 - NAD 1983
18-MAY-2018 LNM/D. 13-APR-2018

Delete depth of 0.3 metres 48°59'32.5"N 123°47'18.8"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA570154
DFO(6203769-01)

Add rock awash at chart datum 48°59'32.0"N 123°47'18.0"W
(See Chart No. 1, K12)
This notice affects Electronic Navigational Chart: CA570154
DFO(6203769-03)

3477 - Telegraph Harbour and/et Preedy Harbour - New Edition - 03-MAY-1985 - NAD 1927
11-MAY-2018 LNM/D. 06-APR-2018

Replace KUPER ISLAND with PENELAKUT ISLAND 48°58'02.0"N 123°38'49.0"W
This notice affects Electronic Navigational Chart: CA370145, CA470070, CA570188
DFO(6203754-01)

3493 - Vancouver Harbour Western Portion/Partie Ouest - New Edition - 11-JUN-2010 - NAD 1983
25-MAY-2018 LNM/D. 13-APR-2018

Add pile 49°18'19.3"N 123°03'22.5"W
(See Chart No. 1, F22)
This notice affects Electronic Navigational Chart: CA570073
DFO(6203748-01)

Add pile 49°18'19.8"N 123°03'22.5"W
(See Chart No. 1, F22)
This notice affects Electronic Navigational Chart: CA570073
DFO(6203748-02)

3494 - Vancouver Harbour Central Portion/Partie Centrale - New Edition - 16-NOV-2012 - World Geodetic System 1984
25-MAY-2018 LNM/D. 28-APR-2017

Add pile 49°18'19.3"N 123°03'22.5"W
(See Chart No. 1, F22)
This notice affects Electronic Navigational Chart: CA570073
DFO(6203748-01)

Add	pile (See Chart No. 1, F22) This notice affects Electronic Navigational Chart: CA570073	49°18'19.8"N 123°03'22.5"W *DFO(6203748-02)*

3545 - Johnstone Strait, Port Neville to/à Robson Bight - New Chart - 28-APR-1989 - NAD 1983
18-MAY-2018 LNM/D. 05-FEB-2016

Delete	ruined pier and legend Ru (See Chart No. 1, F14, F33) This notice affects Electronic Navigational Chart: CA470309, CA570222	between 50°34'07.0"N 126°16'04.7"W and 50°34'05.1"N 126°16'06.0"W *DFO(6203760-01)*
Delete	pontoon (See Chart No. 1, F16) This notice affects Electronic Navigational Chart: CA470309, CA570222	joining 50°34'05.1"N 126°16'06.8"W 50°34'04.6"N 126°16'07.0"W 50°34'04.3"N 126°16'05.8"W 50°34'04.7"N 126°16'05.4"W and 50°34'05.1"N 126°16'06.8"W *DFO(6203760-02)*
Add	pontoon (See Chart No. 1, F16) This notice affects Electronic Navigational Chart: CA470309, CA570222	joining 50°34'04.5"N 126°16'06.3"W 50°34'03.5"N 126°16'04.4"W and 50°34'02.6"N 126°16'01.3"W *DFO(6203760-03)*
Add	pontoon (See Chart No. 1, F16) This notice affects Electronic Navigational Chart: CA470309, CA570222	between 50°34'03.5"N 126°16'04.4"W and 50°34'01.1"N 126°16'07.9"W *DFO(6203760-04)*
Add	marina (See Chart No. 1, F11.1) This notice affects Electronic Navigational Chart: CA470309, CA570222	50°34'02.4"N 126°16'00.3"W *DFO(6203760-05)*

3564 - Havannah Channel and/et Chatham Channel - New Chart - 04-DEC-1987 - NAD 1983
18-MAY-2018 LNM/D. 21-FEB-2014

Delete	ruined pier and legend Ru (See Chart No. 1, F14, F33) This notice affects Electronic Navigational Chart: CA470309, CA570222	between 50°34'07.0"N 126°16'04.7"W and 50°34'05.1"N 126°16'06.0"W *DFO(6203760-01)*
Delete	ruined pontoon (See Chart No. 1, F33) This notice affects Electronic Navigational Chart: CA470309, CA570222	joining 50°34'05.1"N 126°16'06.8"W 50°34'04.6"N 126°16'07.8"W 50°34'04.3"N 126°16'05.8"W 50°34'04.7"N 126°16'05.4"W and 50°34'05.1"N 126°16'06.8"W *DFO(6203760-02)*
Add	pontoon (See Chart No. 1, F16) This notice affects Electronic Navigational Chart: CA470309, CA570222	joining 50°34'04.5"N 126°16'06.3"W 50°34'03.5"N 126°16'04.4"W and 50°34'02.6"N 126°16'01.3"W *DFO(6203760-03)*

Add	pontoon (See Chart No. 1, F16) This notice affects Electronic Navigational Chart: CA470309, CA570222	between 50°34'03.5"N 126°16'04.4"W and 50°34'01.1"N 126°16'07.9"W

DFO(6203760-04)

Add	marina (See Chart No. 1, F11.1) This notice affects Electronic Navigational Chart: CA470309, CA570222	50°34'02.4"N 126°16'00.3"W

DFO(6203760-05)

3601 - Juan de Fuca Strait to/à Vancouver Harbour - New Edition - 01-JUL-2005 - NAD 1983
11-MAY-2018 LNM/D. 05-MAY-2017

Replace	Kuper Island with Penelakut Island This notice affects Electronic Navigational Chart: CA370145, CA470070, CA570188	48°57'45.0"N 123°39'00.0"W

DFO(6203754-01)

3603 - Ucluelet Inlet to/à Nootka Sound - New Edition - 23-OCT-1981 - NAD 1927
11-MAY-2018 LNM/D. 22-JUL-2016

Amend	Fl with Fog Sig to read Fl 10s28m10M with FogSig30s against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA270389, CA370208, CA470341, CA570093	49°20'51.8"N 126°15'30.6"W

LL(117.5) DFO(6203753-01)

3646 - Uchucklesit Inlet - New Edition - 30-JUN-1995 - NAD 1983
25-MAY-2018 LNM/D. 09-MAR-2018

Replace	Limestone Islet with Limestone Island This notice affects Electronic Navigational Chart: CA470167, CA570228	48°58'58.3"N 124°58'32.6"W

(P2018056) LL(154.8) DFO(6203778-01)

3668 - Alberni Inlet - New Edition - 07-APR-2000 - NAD 1983
25-MAY-2018 LNM/D. 20-APR-2018

Replace	Limestone It with Limestone Island This notice affects Electronic Navigational Chart: CA470167, CA570228	48°58'53.9"N 124°58'06.0"W

(P2018056) LL(154.8) DFO(6203778-01)

3674 - Millar Channel to/à Estevan Point - New Chart - 01-DEC-1995 - NAD 1983
11-MAY-2018 LNM/D. 05-AUG-2011

Amend	Fl 10s28m with FogSig30s to read Fl 10s28m10M with FogSig30s against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA270389, CA370208, CA470341, CA570093	49°20'51.1"N 126°15'35.9"W

LL(117.5) DFO(6203753-01)

3675 - Nootka Sound - New Chart - 20-NOV-1998 - NAD 1983
04-MAY-2018 LNM/D. 13-APR-2018

Delete	radar reflector (See Chart No. 1, S4) This notice affects Electronic Navigational Chart: CA470352	49°38'29.0"N 126°17'31.7"W

LL(111.8) DFO(6203723-01)

Amend	Fl to read Fl R against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA470352	49°38'29.0"N 126°17'31.7"W *LL(111.8) DFO(6203723-02)*
Amend	Fl to read Fl G against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA470352	49°39'08.0"N 126°22'22.2"W *(P2018037) LL(110.7) DFO(6203742-01)*
Amend	Fl to read Fl G against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA470352	49°41'56.4"N 126°36'05.1"W *(P2018039) LL(102.5) DFO(6203744-01)*
Add	marine farm (See Chart No. 1, K48.2) This notice affects Electronic Navigational Chart: CA470352	49°38'48.0"N 126°26'06.0"W *DFO(6203755-01)*

3675 - Continuation A - New Chart - 20-NOV-1998 - NAD 1983
04-MAY-2018 LNM/D. 13-APR-2018

Delete	radar reflector (See Chart No. 1, S4) This notice affects Electronic Navigational Chart: CA470352	49°38'29.0"N 126°17'31.7"W *LL(111.8) DFO(6203723-01)*
Amend	Fl to read Fl R against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA470352	49°38'29.0"N 126°17'31.7"W *LL(111.8) DFO(6203723-02)*

3676 - Esperanza Inlet - New Chart - 20-NOV-1998 - NAD 1983
11-MAY-2018 LNM/D. 13-APR-2018

Delete	radar reflector (See Chart No. 1, S4) This notice affects Electronic Navigational Chart: CA470355	49°53'11.4"N 126°47'52.7"W *(P2018041) LL(94) DFO(6203746-01)*

3724 - Caamaño Sound and Approaches/et les approches - New Edition - 23-MAY-1980 - Unknown
25-MAY-2018 LNM/D. 02-FEB-2018

Add	green port hand lighted pillar buoy Fl G, marked EB7 (See Chart No. 1, Qg) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°57'55.0"N 129°44'49.4"W *(P2018030) LL(631.1) DFO(6203765-01)*
Add	red starboard hand lighted pillar buoy Fl R, marked EB2 (See Chart No. 1, Qf) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°50'56.8"N 129°46'03.7"W *(P2018043) LL(631.3) DFO(6203766-01)*
Add	red starboard hand lighted pillar buoy Q R, marked EB4 (See Chart No. 1, Qf) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°53'28.0"N 129°39'36.0"W *(P2018044) LL(631.4) DFO(6203767-01)*

Add	green port hand lighted pillar buoy Q G, marked EB5 (See Chart No. 1, Qg) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°55'29.3"N 129°31'40.5"W *(P2018042) LL(631.5) DFO(6203768-01)*
Add	depth of 4¾ fathoms (See Chart No. 1, I10)	52°57'58.9"N 129°31'42.9"W *DFO(6203776-01)*
Add	depth of 2¾ fathoms (See Chart No. 1, I10)	52°59'05.3"N 129°30'57.6"W *DFO(6203776-02)*
Add	depth of 3 fathoms (See Chart No. 1, I10)	52°59'10.5"N 129°31'16.6"W *DFO(6203776-03)*

3744 - Queen Charlotte Sound - New Edition - 20-MAY-1988 - NAD 1927
25-MAY-2018 LNM/D. 30-MAR-2018

Add	green port hand lighted pillar buoy Fl G, marked EB7 (See Chart No. 1, Qg) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°57'53.5"N 129°44'51.7"W *(P2018030) LL(631.1) DFO(6203765-01)*
Add	red starboard hand lighted pillar buoy Fl R, marked EB2 (See Chart No. 1, Qf) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°50'55.3"N 129°46'06.0"W *(P2018043) LL(631.3) DFO(6203766-01)*
Add	red starboard hand lighted pillar buoy Q R, marked EB4 (See Chart No. 1, Qf) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°53'26.5"N 129°39'38.3"W *(P2018044) LL(631.4) DFO(6203767-01)*
Add	green port hand lighted pillar buoy Q G, marked EB5 (See Chart No. 1, Qg) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°55'27.8"N 129°31'42.8"W *(P2018042) LL(631.5) DFO(6203768-01)*

3800 - Dixon Entrance - New Chart - 06-MAY-2011 - NAD 1983
04-MAY-2018 LNM/D. 22-DEC-2017

Amend	Fl to read Fl 6s against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA270390, CA370191, CA470369	54°27'36.0"N 130°56'56.5"W *LL(730.6) DFO(6203727-01)*
Amend	yellow ODAS/SADO lighted super-buoy Fl(5) Y, marked 46145 to read yellow ODAS/SADO lighted super-buoy Fl(5) Y 20s, marked 46145 (See Chart No. 1, Q58) This notice affects Electronic Navigational Chart: CA270390, CA370190	54°22'01.1"N 132°26'38.0"W *LL(801) DFO(6203727-02)*

3825 - Cape St. James to/à Houston Stewart Channel - New Edition - 22-SEP-2006 - NAD 1983
11-MAY-2018 LNM/D. 06-JAN-2017

Affix patch 52°10'00.0"N 131°08'00.0"W
Download Patch - ftp://ftp.dfo-mpo.gc.ca/patches/3825_Patch_NTM2018_6203779.pdf
This notice affects Electronic Navigational Chart: CA470496
DFO(6203779-01)

3902 - Hecate Strait - New Edition - 09-DEC-1988 - NAD 1927
25-MAY-2018 LNM/D. 30-MAR-2018

Add green port hand lighted pillar buoy Fl G, marked EB7 52°57'53.6"N 129°44'51.7"W
(See Chart No. 1, Qg)
This notice affects Electronic Navigational Chart: CA270724, CA470613
(P2018030) LL(631.1) DFO(6203765-01)

Add red starboard hand lighted pillar buoy Fl R, marked EB2 52°50'55.4"N 129°46'06.0"W
(See Chart No. 1, Qf)
This notice affects Electronic Navigational Chart: CA270724, CA470613
(P2018043) LL(631.3) DFO(6203766-01)

Add red starboard hand lighted pillar buoy Q R, marked EB4 52°53'26.6"N 129°39'38.3"W
(See Chart No. 1, Qf)
This notice affects Electronic Navigational Chart: CA270724, CA470613
(P2018044) LL(631.4) DFO(6203767-01)

Add green port hand lighted pillar buoy Q G, marked EB5 52°55'27.9"N 129°31'42.8"W
(See Chart No. 1, Qg)
This notice affects Electronic Navigational Chart: CA270724, CA470613
(P2018042) LL(631.5) DFO(6203768-01)

3938 - Queens Sound to/à Seaforth Channel - New Edition - 15-APR-2016 - World Geodetic System 1984
04-MAY-2018 LNM/D. 23-JUN-2017

Add depth of 0.3 metres 52°16'46.1"N 128°10'22.3"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470087
DFO(6203721-02)

3939 - Fisher Channel to/à Seaforth Channel and/et Dean Channel - New Edition - 01-AUG-2014 - World Geodetic System 1984
04-MAY-2018 LNM/D. 23-JUN-2017

Add depth of 0.3 metres 52°16'46.1"N 128°10'22.3"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470087
DFO(6203721-02)

3940 - Spiller Channel and/et Roscoe Inlet - New Chart - 01-MAR-1996 - NAD 1983
04-MAY-2018 LNM/D. 15-APR-2016

Delete underwater rock of unknown depth, dangerous to surface navigation, Rep (1999) 52°16'46.1"N 128°10'22.3"W
(See Chart No. 1, K13)
This notice affects Electronic Navigational Chart: CA470087
DFO(6203721-01)

Add	depth of 0.3 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470087	52°16'46.1"N 128°10'22.3"W *DFO(6203721-02)*

3943 - Finlayson Channel and/et Tolmie Channel - New Chart - 25-APR-2008 - NAD 1983
18-MAY-2018
LNM/D. 30-MAR-2018

Delete	depth of 12.8 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470584	52°42'46.0"N 128°25'26.5"W *DFO(6203763-01)*
Add	depth of 3.8 metres, Rep (2018) (See Chart No. 1, I10, I3.2) This notice affects Electronic Navigational Chart: CA470584	52°42'45.7"N 128°25'25.8"W *DFO(6203763-02)*

3947 - Grenville Channel to/à Chatham Sound - New Chart - 25-DEC-2009 - NAD 1983
18-MAY-2018
LNM/D. 02-FEB-2018

Amend	F Y 7m to read F Y 8m against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA470597, CA570125	54°11'59.6"N 130°17'58.4"W *LL(695) DFO(6203758-01)*
Amend	F Y 3m to read F Y 4m against light (See Chart No. 1, P1)	54°11'58.9"N 130°18'02.7"W *LL(694) DFO(6203758-02)*

3955 - Porpoise Harbour, Ridley Island and Approaches/et les Approches - New Edition - 21-FEB-2014 - World Geodetic System 1984
18-MAY-2018
LNM/D. 10-NOV-2017

Amend	F Y to read F Y 8m against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA470597, CA570125	54°11'59.6"N 130°17'58.4"W *LL(695) DFO(6203758-01)*
Amend	F Y to read F Y 4m against light (See Chart No. 1, P1)	54°11'58.9"N 130°18'02.7"W *LL(694) DFO(6203758-02)*

3958 - Prince Rupert Harbour - New Edition - 13-DEC-2013 - World Geodetic System 1984
18-MAY-2018
LNM/D. 21-JUL-2017

Amend	F Y 7m to read F Y 8m against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA470597, CA570125	54°11'59.6"N 130°17'58.4"W *LL(695) DFO(6203758-01)*
Amend	F Y 3m to read F Y 4m against light (See Chart No. 1, P1)	54°11'58.9"N 130°18'02.7"W *LL(694) DFO(6203758-02)*

3959 - Hudson Bay Passage - New Chart - 11-DEC-1987 - NAD 1983
04-MAY-2018 LNM/D. 21-APR-2017

Amend	Fl to read Fl 6s against light (See Chart No. 1, P1) This notice affects Electronic Navigational Chart: CA270390, CA370191, CA470369	54°27'36.0"N 130°56'56.5"W

LL(730.6) DFO(6203727-01)

3982 - Caamaño Sound to/à Whale Channel - New Chart - 30-OCT-2015 - World Geodetic System 1984
18-MAY-2018 LNM/D. 02-FEB-2018

Delete	depth of 7.3 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470730	52°47'34.6"N 129°11'25.8"W

DFO(6203777-01)

Add	depth of 5.9 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470730	52°47'34.6"N 129°11'26.4"W

DFO(6203777-02)

Delete	depth of 17.8 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470730	52°48'20.5"N 129°13'02.0"W

DFO(6203777-03)

Add	depth of 3.5 metres (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470730	52°48'22.4"N 129°13'04.9"W

DFO(6203777-04)

3983 - Caamaño Sound to/à Principe Channel - New Chart - 26-MAY-2017 - World Geodetic System 1984
25-MAY-2018 LNM/D. 12-JAN-2018

Add	green port hand lighted pillar buoy Fl G, marked EB7 (See Chart No. 1, Qg) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°57'52.8"N 129°44'57.7"W

(P2018030) LL(631.1) DFO(6203765-01)

Add	red starboard hand lighted pillar buoy Fl R, marked EB2 (See Chart No. 1, Qf) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°50'54.6"N 129°46'12.0"W

(P2018043) LL(631.3) DFO(6203766-01)

Add	red starboard hand lighted pillar buoy Q R, marked EB4 (See Chart No. 1, Qf) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°53'25.8"N 129°39'44.3"W

(P2018044) LL(631.4) DFO(6203767-01)

Add	green port hand lighted pillar buoy Q G, marked EB5 (See Chart No. 1, Qg) This notice affects Electronic Navigational Chart: CA270724, CA470613	52°55'27.1"N 129°31'48.8"W

(P2018042) LL(631.5) DFO(6203768-01)

***516 RADIO AIDS TO MARINE NAVIGATION 2018 (ATLANTIC, ST. LAWRENCE, GREAT LAKES, LAKE WINNIPEG, ARCTIC AND PACIFIC)**

PART 4 - Page 52

ADD THE PARAGRAPH (IN YELLOW) AS FOLLOWS:

q) its position and the date and time at which it reached that position;
r) its course and speed;
s) its first port of call in Canada, with the estimated time of arrival at that port of call, and, if applicable, its final destination with the estimated time of arrival at that destination;
t) the name of a contact person at the marine facility that it will visit and their 24-hour telephone and facsimile numbers;
u) the following information in respect of its last ten marine facilities visited:
    i. the receiving facility;
    ii. the marine facility visited;
    iii. the city and country;
    iv. the date and time of arrival, and
    v. the date and time of departure;
v) a general description of the cargo, including cargo amount (not applicable to tall ships);
w) if applicable, the presence and description of any dangerous substances or devices on board; and
x) the following contact information:
    i. the name of the master
    ii. an email address, if applicable, and
    iii. a satellite or cellular telephone number, if applicable.

Request all pages of the vessel's Interim International Ship Security Certificate (IISSC), International Ship Security Certificate (ISSC), Interim Canadian Vessel Security Certificate (ICVSC), Canadian Vessel Security Certificate (CVSC) or Ship Security Compliance document be included with the Pre-Arrival Information Report.

For any additional questions or queries regarding pre-arrival information, please contact the appropriate Marine Security Operations Centre (East or West) via email or telephone as provided earlier in this section.

PAC 201 — Juan de Fuca Strait and Strait of Georgia, First Edition, 2012 —

Chapter 5 — After paragraph 81
Insert: 81.1 A **wreck** with 18.2 m over it lies 0.6 mile west of the north shore *Trans Link* station.

(P2018-3.1)

Chapter 5 — Adjacent to paragraph 81.1, add a caution pictograph.

(P2018-3.2)

Chapter 6 — After paragraph 235
Insert: 235.1 A steel post extending at an angle out of the water is located close to the shore in Boatswain Bank.

(P2018-2.1)

Chapter 6 — Adjacent to paragraph 235.1, add a caution pictograph.

(P2018-2.2)

PAC 205 — Inner Passage, Queen Charlotte Sound to Chatham Sound, First Edition, 2002 —

Chapter 2 — Paragraph 110
Delete: 3.4-m
Replace by: 2.2-m

(P2018-4.1)

Chapter 3 — Paragraph 216, after "on a drying ledge, is shown at an elevation of"
Delete: "3.2 m from a skeleton tower … shown at an elevation of 7.1 m"
Replace by: 3.7 m from a concrete base surmounted by an aluminum structure fitted with a range daymark. The rear light is shown at an elevation of 7.7 m

(P2018-7.1)

PAC 206 — Hecate Strait, Dixon Entrance, Portland Inlet and Adjacent Waters, and Haida Gwaii, Second Edition, 2015 —

Chapter 1 — After paragraph 119
Insert: 119.1 Aranzazu Banks West **light buoy** "EB2" *(631.3)* is NW of Ness Rock and is a starboard hand buoy.
119.2 Aranzazu Banks **light buoy** "EB4" *(631.4)* is NE of Ness Rock and is a starboard hand buoy.

(P2018-11.2)

Chapter 1 — After paragraph 138
Insert: 138.1 Borthwick Rock **light buoy** "EB5" *(631.5)* is south of Borthwick Rock and is a port hand buoy.

(P2018-11.3)

Chapter 1 — After paragraph 147
Insert: 147.1 Cran Shoal **light buoy** "EB7" *(631.1)* is on the south side of the shoal and is a port hand buoy.

(P2018-11.1)

Chapter 3 — Paragraph 205
Delete: 11 feet (3.4 m)
Replace by: 8 feet (2.4 m)

(P2018-6.1)

Chapter 3 — Paragraph 205
Delete: SW
Replace by: SE

(P2018-6.2)

Chapter 3 — Paragraph 205
Delete: 8 feet (2.4 m)
Replace by: 6 feet (1.9 m)

(P2018-6.3)

Chapter 3 — Paragraph 205
Delete: 4 feet (1.2 m)
Replace by: 5 feet (1.5 m)

(P2018-6.4)

The amendments are highlighted and deletions are ~~crossed out~~. For general and region-specific information on the List of Lights, click on the following links: Newfoundland and Labrador Coast, Atlantic Coast, Inland Waters and Pacific Coast.

No.	Name	Position — Latitude N. Longitude W.	Light Characteristics			Focal Height in m. above water	Nominal Range	Description — Height in meters above ground	Remarks — Fog Signals
								PACIFIC COAST	
WEST COAST, VANCOUVER ISLAND (LL 66 – 179.1)									
94 *G5207*	Steamer Point	On point. 49 53 11.4 126 47 52.7	Q	W	1s	7.4	6	White square tower.	~~Radar reflector.~~ Year round. **Chart:3676** **Edn 05/18 (P18-041)**
102.5 *G5215.6*	Jewitt Cove	49 41 56.4 126 36 05.1	Fl	G	4s	4.4	5	White concrete base, green, white and black square daymark.	Year round. **Chart:3675** **Edn 05/18 (P18-039)**
110.7 *G5220.8*	Williamson Passage	49 39 08.0 126 22 22.2	Fl	G	4s	4.5	4	White square tower, green band at top.	Year round. **Chart:3675** **Edn 05/18 (P18-037)**
154.8 *G5262.6*	Limestone Island	On island. 48 58 56.0 124 58 22.6	Fl(2)	G	5s	8.1	6	White square tower, green band at top.	Year round. **Chart:3646** **Edn 05/18 (P18-056)**
160 *G5268*	Franklin River	At Sproat Narrows, on edge of shoal off mouth of river. 49 06 12.8 124 49 14.3	Q	R	1s	8.0	5	White square tower, red band at top on 3-pile dolphin.	Radar reflector. Year round. **Chart:3668** **Edn 05/18 (P18-061)**
161 *G5269*	Macktush Creek	At mouth of creek, Alberni Inlet. 49 06 35.0 124 49 21.0	Q	G	1s	7.5	4	White square tower, green band at top on 3-pile dolphin.	Radar reflector. Year round. **Chart:3668** **Edn 05/18 (P18-063)**
163 *G5271*	Stamp Narrows	On W. side of narrows. 49 11 00.0 124 49 18.0	Q	G	1s	9.2	4	White square tower, green band at top on 3-pile dolphin.	Radar reflector. Year round. **Chart:3668** **Edn 05/18 (P18-062)**
168.1 *G5277*	Somass River	49 14 39.6 124 49 27.4	Q	G	1s	7.5	3	White square tower, green band at top on 3-pile dolphin.	Radar reflector. Year round. **Chart:3668** **Edn 05/18 (P18-067)**
NORTHERN INSIDE CHANNELS (LL 587 – 718.5)									
620	*Luard Shoal light and whistle buoy E63*	*Moody Banks, Laredo Sound.* *52 24 11.4* *128 53 30.3*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "E63".*	*Year round.* **Chart:3980** **Edn 05/18 (P18-052)**
631.1	*Cran Shoal light buoy EB7*	*Cridge Banks, Caamaño Sound.* *52 57 52.8* *129 44 57.7*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "EB7".*	*Year round.* **Chart:3983** **Edn 05/18 (P18-030)**

No.	Name	Position — Latitude N. Longitude W.	Light Characteristics			Focal Height in m. above water	Nominal Range	Description — Height in meters above ground	Remarks — Fog Signals
631.3	*Aranzazu Banks West light buoy EB2*	*NW. of Ness Rock, Caamaño Sound.* *52 50 54.6* *129 46 12.0*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "EB2".*	*Year round.* **Chart:3983 Edn 05/18 (P18-043)**
631.4	*Aranzazu Banks light buoy EB4*	*NE. of Ness Rock, Caamaño Sound.* *52 53 25.8* *129 39 44.3*	*Q*	*R*	*1s*	.....	.....	*Red, marked "EB4".*	*Year round.* **Chart:3983 Edn 05/18 (P18-044)**
631.5	*Borthwick Rock light buoy EB5*	*S. of Estevan Group, Caamaño Sound.* *52 55 27.1* *129 31 48.8*	*Q*	*G*	*1s*	.....	.....	*Green, marked "EB5".*	*Year round.* **Chart:3983 Edn 05/18 (P18-042)**
STUART LAKE (LL 817.5 – 821.5)									
819	*Beaver Island Reef light buoy T3*	*On reef.* *54 28 13.2* *124 29 49.0*	*Fl*	*G*	*4s*	.....	.....	*Green, ~~boat type~~ marked "T3".*	*Seasonal.* **Chart:3080 Edn 05/18 (P18-028)**
821.3	*Sowchea Bay light buoy T1*	*Off Paarens Beach.* *54 25 59.3* *124 23 17.8*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "T1".*	*Seasonal.* **Chart:3080 Edn 05/18 (P18-027)**

INLAND WATERS

HUDSON STRAIT & BAY – ARCTIC OCEAN (LL 2545 – 2621)

2603.021	Schooner Cove range	Chesterfield Inlet (Narrows). 63 59 17.8 094 15 50.3	Iso	G	4s	4.0	7	Square skeleton tower, orange daymark, black vertical stripe. 4.1	Visible at 20° and 25° at 50% and 10% maximum power, respectively. Seasonal (in place year round).
2603.022		110°37' 170.0 m from front.	Iso	G	4s	11.1	7	Square skeleton tower, orange daymark, black vertical stripe. 4.1	Visible at 20° and 25° at 50% and 10% maximum power, respectively. Seasonal (in place year round). **Chart:5625 Edn 05/18 (A18-001, 002)**
2603.023	Twist Point range	Chesterfield Inlet (Narrows). 63 59 39.5 094 17 24.0	Iso	W	4s	3.8	6	Square skeleton tower, orange daymark, black vertical stripe. 4.1	Visible at 20° and 25° at 50% and 10% maximum power, respectively. Seasonal (in place year round).
2603.024		079°06' 259.5 m from front.	Iso	W	4s	8.8	6	Square skeleton tower orange daymark, black vertical stripe. 4.1	Visible at 20° and 25° at 50% and 10% maximum power, respectively. Seasonal (in place year round). **Chart:5625 Edn 05/18 (A18-003, 004)**

CANADIAN COAST GUARD – MARINE INFORMATION REPORT AND SUGGESTION SHEET

Name of Ship or Sender: ..... Date: .....

Address of Sender: .....
Street # Street Name

Town / City: ..... Prov / State: ..... Postal Code / Zip Code: .....

Tel / Fax / E-mail address of sender: .....

Observation Date: ..... Time (UTC): .....

Geographical Position: .....

Coordinate Position: Lat: ..... Long: .....

Position Method: ❑ DGPS ❑ GPS with WAAS ❑ GPS ❑ Radar ❑Other

Horizontal Datum Used: ❑WGS 84 ❑ NAD 27 ❑ Other

Estimated Position Accuracy: .....

Chart #: ..... Datum: ❑ NAD 27 ❑ NAD 83

Chart Edition: ..... Last Correction applied: .....

Publications affected (Quote edition and page number): .....

*Full details (Attach additional sheets as necessary): .....

Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes are observed in aids to navigation, or corrections to publications are seen to be necessary.

In the case of new or suspected dangers to navigation, it is important that all details be given in order to aid with future investigations. Items of interest include heights, depths, physical description, type of bottom and equipment method used to position the item. It is helpful to mark details on the chart, which will be promptly replaced by the Canadian Hydrographic Service.

Reports should be made to the nearest Marine Communications and Traffic Services Centre (MCTS) and should be confirmed in writing to:

Leader, Notices to Mariners
Canadian Coast Guard
Department of Fisheries and Oceans
Montreal, QC H2Y 2E7
Notmar.XNCR@dfo-mpo.gc.ca

In the case of information concerning aids to navigation or the List of Lights, Buoys and Fog Signals book.

OR

Director General, Canadian Hydrographic Service & Oceanographic Services
Department of Fisheries and Oceans
Ottawa, ON K1A 0E6
CHSINFO@dfo-mpo.gc.ca

In the case of new or suspected dangers to navigation or where corrections to "Sailing Directions" appear to be necessary.

For general questions on Canadian Coast Guard programs or services, please send an e-mail to:
info@dfo-mpo.gc.ca